2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 141

City of Bedford

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route																	
CI. 47 14 1		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bedford							ZANC	JIANE	TTTAII	ZIIali		i actor		i actor			
					From:			L Bedford									
(43) South Street		0.96	1800	G	97%	1%	1%	0%	1%	0%	С	0.108	F	0.58	1900	G	2003
$\stackrel{\smile}{=}$					To: From:		SR 43	P Talbott									
$\left(_{43} ight)$ South Street		0.14	1100	G	97%	0%	1%	0%	0%	0%	С	0.111	F	0.669	1200	G	2003
	Combined	Traffic:	1800	G	97%	1%	1%	0%	0%	0%	F	NA			1900	G	
					To: From:		Was	hington St		-							
$\left(_{43} ight)$ South Stree	t	0.06	700	G	97%	1%	1%	0%	1%	0%	F	0.13	F		740	G	2003
	Combined	Traffic:	1700	G	97%	1%	1%	0%	1%	0%	F	NA			1800	G	
Bus					To: From:		N	Main St									
43) (460) E Maii	n St	0.08	6600	G	96%	1%	2%	0%	1%	0%	F	0.094	F	0.588	7000	G	2003
					To:		RT 460 F	BUS & RT	221								
(43) (221) N Brid	ge St	0.16	6000	G	95%	1%	2%	1%	1%	0%	F	0.090	F	0.63	6300	G	2003
40) (221)					To		DEDI		С	L							
43) (221) N Bric	ae St	0.11	9100	G	From: 95%	1%	2%	FORD AV 1%	1%	0%	С	0.087	F	0.569	9700	G	2003
73/(221) 5110				_	To:	. 70		RT 221	. 70		_					_	
					From:			Bridge St									
43) Peaks Stree		0.62	3400	G	96%	1%	2%	1%	1%	0%	F	0.097	F	0.502	3600	G	2003
					From:		L	aurel St		-							
43) Peaks Stree		0.94	3000	G	96%	1%	2%	1%	1%	0%	С	0.096	F	0.558	3200	G	2003
					To:		NC	L Bedford									
					From:			ıth Street						_			
43 Talbot Stree		0.05	690	G	97%	1%	1%	1%	1%	0%	F	0.091	F	0.575	730	G	2003
	Combined	Traffic:	1800	G	97% To:	1%	1%	0%	0%	0%	F	NA			1900	G	
					From:			ey Street albot St									
Otey Street		0.14	1000	G	97%	1%	1%	1%	1%	0%	С	0.111	F	0.589	1100	G	2003
P	Combined	Traffic:	1700	G	97%	1%	1%	0%	1%	0%	F	NA			1800	G	
					To:		Bus US	460 E Mai	n St								
					From:		SCI	L Bedford									
122)Burks Hill Ro	t	0.54	9400	G	92%	1%	4%	1%	3%	0%	С	0.09	F	0.625	10000	G	2003
					To:			JS 460									
100		0.94	18000	G	87%	1%	1%	L Bedford 2%	9%	0%	F	0.078	F	0.535	19000	G	2003
122 460		0.94	10000	G	O/ 70	170	1 70	270	970	0%	Г	0.076	Г	0.555	19000	G	2003
Bus					From:		Ţ	JS 460									
122 (460) E Maii	n St	0.20	6300	N	96%	1%	2%	0%	1%	0%	Ν	0.092	Ν	0.597	6700	Ν	2003
					To:		ΕN	MAIN ST									
122 Independent	e Blvd	1.02	9500	G	92%	1%	3%	1%	3%	0%	F	0.089	F	0.575	10000	G	2003
					To:			range St									
122) Independent	e Blvd	0.29	9500	G	92%	1%	3%	1%	3%	0%	С	0.094	F	0.562	10000	G	2003
					To												
122)Independent	e Blvd	0.50	8300	G	92%	1%	3%	awn Dr 1%	3%	0%	F	0.090	F	0.519	8800	G	2003
122) III doportuorio	Dira	0.00	2200	•	To:	. 70		gwood Ave		J 70	•	0.000	•	0.010	3300	J	_000
					From:		Indepe	endence Av	ve								
₁₂₂)Longwood A	ve	0.65	5200	G	92%	2%	3%	0%	2%	0%	С	0.119	F	0.519	5500	G	2003
					To:		NC	L Bedford									
Bus				_	From:	421		JS 460		25:			_				
122 Crenshaw S	t	0.96	5100	G	95%	1%	2%	1%	1%	0%	С	0.096	F	0.558	5400	G	2003
122 Crenshaw S					To: From:		W	Main St									
				_		40/	10/	10/	1%	0%	F	0.092	F	0.519	7400	G	2003
Bus	in St	0.19	7000	G	9/%	1%	170	1 7/0	1.70						7400	G	2000
	in St	0.19	7000	G	97% To:	1%	1% N BI	1% RIDGE ST		070	ı	0.002	'	0.515	7400	G	2003
Bus 122 221 W Ma				G	To: From:		N BI E N	RIDGE ST MAIN ST	•					0.010			
Bus 122 221 W Ma		0.19	7000 6000	G G	To:	1%	N BI E N 2%	RIDGE ST	1%	0%	F	0.090	F	0.63	6300	G	2003

1

Care Redford Section Section							City of Bedioid								
Charles Char	Route	Length	AADT	QA	4Tire	Bus			- QC		QK		AAWDT	QW	Year
122 221 N Bridge St	City of Bedford				-										
PEARS ST	$\sim\sim$	0.11	0400	•		10/		00/	0	0.007	_	0.500	0700	0	2002
Marie St 0.19 7000 G 95% 1% 2% 1% 1% 0% F 0.096 F 0.540 8900 G 200	122 221 IN Bridge St	0.11	9100	G	95%	1%		0%	C	0.087	г	0.569	9700	G	2003
Display Continue	Bus				From:		PEAKS ST								
Bis 122 221 Longwood Ave	(122)(221) Longwood Ave	0.71	8400	G		1%		0%	F	0.096	F	0.540	8900	G	2003
1,000 1,00	$\bigcirc \bigcirc$						OAKWOOD ST								
FOREST RD	\sim	0.47	10000	G		1%	2% 1% 1%	Ω%	C	0 003	F	0.508	11000	G	2003
April Apri	122 221 Longwood Ave	0.47	10000	G		1 /0		070	C	0.093	'	0.500	11000	U	2003
221 W Main St 0.06 6000 G 97% 1% 1% 2% 9% 0% F 0.077 F 0.603 21000 G 2000 C 2000					From:										
18 18 18 18 18 18 18 18	221 (460)	0.67	21000	G	87%	1%		0%	F	0.077	F	0.603	21000	G	2003
221 Main St 0.07 6000 G 97% 1% 1% 1% 1% 0% F 0.096 F 0.501 6400 G 2000	221)(400)				To:	.,,									
Company	221	0.33	8000	N		1%		0%	N	0.088	N	0.552	8500	N	2003
221 W Main St 0.07 6000 G 97% 1% 1% 1% 1% 1% 0% C 0.088 F 0.552 8500 G 200:	221)	0.00	0000	••	- T	170				0.000		0.002	0000	.,	2000
Main St 0.07 6000 G 97% 1% 1% 1% 1% 0% F 0.996 F 0.501 6400 G 2000	~~~	0.60	9000	G		10/		00/		0.000		0.552	9500	C	2002
Main St 0.07 6000 G 97% 1% 1% 1% 1% 0% F 0.096 F 0.501 6400 G 2000	221)	0.00	8000	G	91 /0	1 /0	1/0 1/0 1/0	0 76	C	0.000		0.552	0300	G	2003
Creesbaw St	W Main Ot	0.07	0000			40/		00/	_	0.000		0.504	0400		0000
Main St 0.19 7000 G 97% 1% 1% 1% 1% 1% 0% F 0.092 F 0.519 7400 G 2000	221 vv iviain St	0.07	6000	G	9/%	1%	1% 1% 1%	υ%	F	0.096	۲	0.501	6400	G	2003
No.	~~														
Name	221 W Main St	0.19	7000	G		1%		0%	F	0.092	F	0.519	7400	G	2003
N Bridge St	~														
Bedford Ave 221 N Bridge St 0.11 9100 G 95% 1% 2% 1% 1% 0% C 0.087 F 0.569 9700 G 2000	N Bridge St	0.16	6000	G	95%	1%		0%	F	0.090	F	0.63	6300	G	2003
Name	221)				To:			1							
Peaks St	N Bridge St	0 11	9100	G		1%		0%	С	0.087	F	0.569	9700	G	2003
221 Longwood Ave 0.71 8400 G 95% 1% 2% 1% 1% 0% F 0.096 F 0.540 8900 G 2000	ZZT IN Bridge of	0.11	0100	Ŭ	. T	170			Ü	0.007	•	0.000	0700	Ü	2000
Oakwood St Oak	angue ad Ave	0.71	9400			10/		00/		0.006	г	0.540	9000		2002
221 Longwood Ave 0.47 1000 G 96% 1% 2% 1% 1% 0% C 0.093 F 0.508 11000 G 2000	221 Longwood Ave	0.71	0400	G	95%	170	2% 1% 1%	0%	Г	0.096	Г	0.540	6900	G	2003
Forest Road	~~,					40/								_	
221 Forest Rd 0.68 5800 G 93% 1% 3% 0% 2% 0% C 0.095 F 0.512 6100 G 2003	221 Longwood Ave	0.47	10000	G		1%		0%	C	0.093	F	0.508	11000	G	2003
221 Forest Rd 0.68 5800 G 93% 1% 3% 0% 2% 0% C 0.095 F 0.512 6100 G 2003															
From WCL Bedford WCL Bed	221 Forest Rd	0.68	5800	G	93%	1%		0%	С	0.095	F	0.512	6100	G	2003
460	 -)				To-		ECL Bedford								
10					From:		WCL Bedford								
A60 0.18 14000 G 87% 1% 1% 2% 9% 0% F 0.081 F 0.585 14000 G 2003	460	0.67	21000	G	87%	1%	1% 2% 9%	0%	F	0.077	F	0.603	21000	G	2003
460					To:		US 221	ļ							
SCL Bedford WCL Bedford Free WCL Bedford Free WCL Bedford Free SCL Bedford Free SCL Bedford SCL Bedford Free SCL Bedford SCL Bedford Free SR 122, US 221, Bus US 460 Free SR 122, US 221, Bus US 460 Free SCL Bedford Free SR 122, US 221, Bus US 460 Free SCL Bedford Free SR 122, US 221, Bus US 460 Free SCL Bedford Free SCL Bedfor	460	0.18	14000	G		1%		0%	F	0.081	F	0.585	14000	G	2003
460															
SCL Bedford	~~~	0.00	4=000	_		40/		00/	_	0.070	_	0.553	45000	_	0000
SCL Bedford SCL Bedford SR 122, US 221, Bus US 460 SR 122, US 221, Bus US 460 SR 122, US 221, Bus US 460 SCL Bedford SR 122, US 221, Bus US 460 SR 122, US 460 Old Tnpk Rd S	460	0.90	15000	G		1%		0%	F	0.078	F	0.557	15000	G	2003
460 0.94 18000 G 87% 1% 1% 2% 9% 0% F 0.078 F 0.535 19000 G 2003 460 0.28 19000 G 87% 1% 1% 2% 9% 0% F 0.076 F 0.533 20000 G 2003 Bus	•														
SR 122, US 221, Bus US 460 SR 122, US 221, Bus US 460 From SR 122, US 221, Bus US 460 From SC	460	0.94	18000	G	87%	1%		0%	F	0.078	F	0.535	19000	G	2003
Add 1900 G 87% 1% 1% 2% 9% 0% F 0.076 F 0.533 2000 G 2003	400)				To:	C.		ı							
Bus	460	0.28	19000	G				0%	F	0.076	F	0 533	20000	G	2003
Bus 460 221 0.33 8000 N 97% 1% 1% 1% 1% 0% N 0.088 N 0.552 8500 N 2003 Bus 460 221 0.68 8000 G 97% 1% 1% 1% 1% 0% C 0.088 F 0.552 8500 G 2003 Bus 460 221 W Main St 0.07 6000 G 97% 1% 1% 1% 1% 1% 0% F 0.096 F 0.501 6400 G 2003 Bus 460 221 W Main St 0.19 7000 G 97% 1% 1% 1% 1% 0% F 0.092 F 0.519 7400 G 2003	400	0.20				. , ,		7,0	•	0.0.0	•	0.000			
A60 221 0.33 8000 N 97% 1% 1% 1% 1% 0% N 0.088 N 0.552 8500 N 2003	Rus				From:										
Bus Cakrest St Cakrest St		0.33	8000	N	97%	1%		0%	Ν	0.088	Ν	0.552	8500	N	2003
Bus 460 221 0.68 8000 G 97% 1% 1% 1% 1% 0% C 0.088 F 0.552 8500 G 2003 Bus 460 221 W Main St 0.07 6000 G 97% 1% 1% 1% 1% 0% F 0.096 F 0.501 6400 G 2003 Bus 460 221 W Main St 0.19 7000 G 97% 1% 1% 1% 1% 0% F 0.092 F 0.519 7400 G 2003	100 (221)				To										
Bus 4th St	~~~				From:									_	
Bus 460 221 W Main St 0.07 6000 G 97% 1% 1% 1% 1% 0% F 0.096 F 0.501 6400 G 2003 Crenshaw St	460) (221)	0.68	8000	G	97%	1%	1% 1% 1%	0%	С	0.088	F	0.552	8500	G	2003
460 221 W Main St 0.07 6000 G 97% 1% 1% 1% 1% 0% F 0.096 F 0.501 6400 G 2003 Bus Crenshaw St	Pup				From		4th St	}							
Bus Crenshaw St		0.07	6000	G	97%	1%		0%	F	0 096	F	0.501	6400	G	2003
460 (221) W Main St 0.19 7000 G 97% 1% 1% 1% 1% 0% F 0.092 F 0.519 7400 G 2003	400)(221) ** Wall St	0.01	5000	•	J1 /0	1 /0		0 /0	•	0.090	•	0.001	J-00	J	2000
460 221 W Main St 0.19 7000 G 97% 1% 1% 1% 1% 0% F 0.092 F 0.519 7400 G 200	Bus				From:		Crenshaw St	ŀ							
To: N Bridge St	460 221 W Main St	0.19	7000	G		1%	1% 1% 1%	0%	F	0.092	F	0.519	7400	G	2003
	~~~				To:		N Bridge St								

Second St.   Color   Second St.   Second S							City of Bedfor	u								
Second St.   Color   Second St.   Second S	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
## ## ## ## ## ## ## ## ## ## ## ## ##	City of Bedford															
Seath No.   Seath No.   Seath No.   Seath No.   Seath No.																
Belle   Bell	₄₆₀ }E Main St	0.08	6600	G	96%	1%	2% 0%	1%	0%	F	0.094	F	0.588	7000	G	2003
Build   Buil	<del>~</del>				To		South St									
Description   Computer   Comput		0.07	=	_		40/		40/	00/	_	0.000	_	0.540	7000	_	0000
## 1	460 SE Main St	0.27	7400	G	96%	1%	2% 0%	1%	0%	F	0.096	F	0.548	7800	G	2003
## 1	<del>-</del>				To:		Orange St		-							
Businest   0.20   6300   N   96%   1%   2%   0%   1%   1%   0%   0%   1%   0%   0				_											_	
1	₄₆₀ (E Main St	0.71	6300	G	96%	1%	2% 0%	1%	0%	С	0.092	F	0.597	6700	G	2003
1	~				To		US 221 SR 122									
1 Ath Street																
1 4th Street	₄₆₀ (E Main St	0.20	6300	N		1%		1%	0%	N	0.092	N	0.597	6700	N	2003
4th Street	<del>~</del>				To:		US 460									
4th Street					From:		Bedford Ave		1							
1   College Street   0.14   NA	4th Street	0.20	NA								NA			NA		
College Street					To:		College Ave									
College Street					From:											
SR 43	1 College Street	0.14	NA		<u> </u>						NA			NA		
2   Dawn Dr   0.83   1100   G   93%   0%   3%   1%   3%   0%   0%   0%   0%   0%   0%   0					To:		SR 43									
2 Dawn Dr 0.63 1100 G 93% 0% 3% 1% 3% 0% 0% 1% 3% 0.09% C 0.141 F 0.536 1200 G 2003  3 Orange St 0.39 870 G 89% 1% 8% 0% 1% 0% C 0.116 F 0.517 930 G 2003  3 Orange St 1.47 1000 G 89% 1% 8% 0% 1% 0% C 0.116 F 0.517 930 G 2003  3 Orange St 1.47 1000 G 89% 1% 8% 0% 1% 0% C 0.116 F 0.524 F 0.62 1100 G 2003  4 Otey St 0.27 520 G 93% 3% 2% 1% 1% 0% 0% F 0.12 F 0.526 550 G 2003  5 Bridge St 0.07 1900 G 93% 3% 2% 1% 1% 0% 0% C 0.100 F 0.526 2000 G 2003  6 Whitfield Rd 0.61 2100 G 97% 0% 1% 0% 1% 0% C 0.007 F 0.595 2300 G 2003  6 Washington St 0.21 1900 G 98% 1% 1% 1% 0% 0% C 0.011 F 0.713 2000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 1% 0% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% 0% C 0.010 F 0.526 3000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% 0% C 0.011 F 0.645 1500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.26 2400 G 98% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.27 7200 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.28 2800 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.565 5000 G 2003  6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.569 500 G 2003  6 Washington St 0.25 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.565 5000 G 2003  6 Washington St 0.25 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.562 3000 G 2003  6 Washington St 0.550 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.565 5000 G 2003  6 Washington St 0.550 G 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.565 5000 G 2003																
Independence Rivol																
3 Orange St 0.39 870 G 89% 1% 8% 0% 1% 0% C 0.116 F 0.517 930 G 2003 3 Orange St 1.47 1000 G 89% 1% 8% 0% 1% 0% F 0.124 F 0.62 1100 G 2003 3 Orange St 1.47 1000 G 89% 1% 8% 0% 1% 0% F 0.124 F 0.62 1100 G 2003 4 Otey St 0.27 520 G 93% 3% 2% 1% 1% 0% F 0.12 F 0.526 550 G 2003 5 Bridge St 0.07 1900 G 93% 3% 2% 1% 1% 0% F 0.12 F 0.526 550 G 2003 6 Whitfield Rd 0.61 2100 G 97% 0% 1% 0% 1% 0% C 0.100 F 0.526 2000 G 2003 6 Washington St 0.21 1900 G 98% 1% 1% 0% 1% 0% C 0.097 F 0.595 2300 G 2003 6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% C 0.011 F 0.595 2300 G 2003 6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.111 F 0.713 2000 G 2003 6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003 6 Washington St 0.58 2800 G 98% 1% 1% 0% 1% 0% F 0.117 F 0.645 1500 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.562 3000 G 2003 6 Washington St 0.58 2800 G 97% 1% 1% 1% 0% 0% C 0.08	2 ) Dawn Dr	0.63	1100	G		0%	3% 1%	3%	0%	С	0.141	F	0.536	1200	G	2003
3 Orange St 0.39 870 G 89% 1% 8% 0% 1% 0% C 0.116 F 0.517 930 G 2003 3 Orange St 1.47 1000 G 89% 1% 8% 0% 1% 0% F 0.124 F 0.62 1100 G 2003 4 Otey St 0.27 520 G 93% 3% 2% 1% 1% 0% 0% F 0.124 F 0.62 1100 G 2003 5 Bridge St 0.07 1900 G 93% 1% 1% 0% 0% F 0.12 F 0.526 550 G 2003 6 Whitfield Rd 0.61 2100 G 95% 1% 1% 0% 0% C 0.100 F 0.526 2000 G 2003 6 Washington St 0.21 1900 G 96% 1% 0% 1% 0% C 0.097 F 0.595 2300 G 2003 6 Washington St 0.25 2400 G 96% 1% 0% 1% 0% C 0.111 F 0.713 2000 G 2003 6 Washington St 0.25 2400 G 96% 1% 0% 1% 0% C 0.111 F 0.713 2000 G 2003 6 Washington St 0.25 2400 G 96% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003 6 Washington St 0.25 2400 G 96% 1% 0% 0% F 0.101 F 0.645 1500 G 2003 6 Washington St 0.25 2400 G 96% 1% 0% 0% F 0.101 F 0.645 1500 G 2003 6 Washington St 0.25 2400 G 96% 1% 1% 0% 0% F 0.101 F 0.645 1500 G 2003 6 Washington St 0.25 2400 G 96% 1% 1% 0% 0% F 0.101 F 0.645 1500 G 2003 6 Washington St 0.25 2400 G 96% 1% 1% 0% 0% F 0.101 F 0.645 1500 G 2003 6 Washington St 0.26 2800 G 96% 1% 1% 0% 0% F 0.101 F 0.645 1500 G 2003 6 Washington St 0.27 1400 G 96% 1% 1% 0% 0% F 0.117 F 0.645 1500 G 2003 6 Washington St 0.500 G 97% 1% 1% 1% 0% 0% F 0.117 F 0.645 1500 G 2003 6 Washington St 0.500 G 97% 1% 1% 1% 0% 0% C 0.089 F 0.559 5800 G 2003 6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.098 F 0.559 5800 G 2003 6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.098 F 0.559 5800 G 2003 6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.098 F 0.559 5800 G 2003 6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.098 F 0.559 5800 G 2003 6 Washington St 0.24 1000 G 97% 1% 1% 1% 0% 0% 0% C 0.015 F 0.645 5000 G 2003 6 Washington St 0.25 1800 G 97% 1% 1% 1% 0% 0% 0% C 0.015 F 0.645 5000 G 2003 6 Washington St 0.25 1800 G 97% 1% 1% 1% 0% 0% 0% C 0.015 F 0.645 5000 G 2003 6 Washington St 0.550 G 97% 1% 1% 1% 0% 0% 0% C 0.015 F 0.645 5000 G 2003	$\underline{\hspace{0.1cm}}$				To-		Independence Bly	vd .								
3 Orange St					From:		Grove St		1							
3 Orange St   1.47   1000   G   89%   1%   8%   0%   1%   0%   F   0.124   F   0.62   1100   G   2003     4 Otey St   0.27   520   G   93%   3%   2%   1%   1%   0%   F   0.124   F   0.526   550   G   2003     5 Bridge St   0.07   1900   G   93%   3%   2%   1%   1%   0%   F   0.12   F   0.526   550   G   2003     6 Whitfield Rd   0.61   2100   G   93%   3%   2%   1%   1%   0%   0%   C   0.100   F   0.526   2000   G   2003     6 Washington St   0.21   1900   G   98%   1%   1%   0%   1%   0%   1%   0%   C   0.097   F   0.595   2300   G   2003     7	Orange St	0.39	870	G	89%	1%		1%	0%	С	0.116	F	0.517	930	G	2003
3 Orange St 1.47 1000 G 89% 1% 8% 0% 1% 0% 1% 0% F 0.124 F 0.62 1100 G 2003  4 Otey St 0.27 520 G 93% 3% 2% 1% 1% 1% 0% F 0.12 F 0.526 550 G 2003  5 Bridge St 0.07 1900 G 93% 3% 2% 1% 1% 1% 0% C 0.100 F 0.526 2000 G 2003  6 Whitfield Rd 0.61 2100 G 97% 0% 1% 0% 1% 0% 1% 0% C 0.097 F 0.595 2300 G 2003  6 Washington St 0.21 1900 G 98% 1% 1% 1% 0% 1% 0% C 0.111 F 0.713 2000 G 2003  6 Washington St 0.21 1900 G 98% 1% 1% 1% 0% 1% 0% C 0.111 F 0.713 2000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 1% 0% 1% 0% C 0.111 F 0.713 2000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.5 2400 G 98% 1% 1% 1% 0% 1% 0% F 0.117 F 0.645 1500 G 2003  6 Washington St 0.5 2800 G 98% 1% 1% 1% 0% 1% 0% F 0.117 F 0.645 1500 G 2003  6 Washington St 0.5 2800 G 98% 1% 1% 1% 0% 1% 0% F 0.117 F 0.645 1500 G 2003  6 Washington St 0.5 2800 G 98% 1% 1% 1% 0% 0% 1% 0% F 0.117 F 0.645 1500 G 2003  6 Washington St 0.5 7200 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.1 7200 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.1 7200 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.2 4700 G 97% 1% 1% 1% 0% 0% 0% F 0.105 F 0.645 5000 G 2003  6 Washington St 0.1 F 0.550 F 0.645 5000 G 2003  6 Washington St 0.1 F 0.550 F 0.645 5000 G 2003	3) 5.595.5.							.,.								
Common Number   Common Numbe																
CLC Bedford   South St	3 Orange St	1.47	1000	G	89%	1%	8% 0%	1%	0%	F	0.124	F	0.62	1100	G	2003
4 Otey St 0.27 520 G 93% 3% 2% 1% 1% 0% 0% F 0.12 F 0.526 550 G 2003  5 Bridge St 0.07 1900 G 93% 3% 2% 1% 1% 0% 0% C 0.100 F 0.526 2000 G 2003  6 Whitfield Rd 0.61 2100 G 97% 0% 1% 0% 1% 0% C 0.097 F 0.595 2300 G 2003  6 Whitfield Rd 0.61 2100 G 97% 0% 1% 0% 1% 0% C 0.097 F 0.595 2300 G 2003  6 Whitfield Rd 0.61 2100 G 98% 1% 1% 1% 0% 1% 0% C 0.111 F 0.713 2000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% C 0.111 F 0.713 2000 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 1% 0% F 0.103 F 0.604 2500 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% 1% 0% F 0.101 F 0.58 7600 G 2003  6 Washington St 0.25 2400 G 98% 1% 1% 0% 0% 1% 0% C 0.089 F 0.562 3000 G 2003  6 Washington St 0.26 2800 G 95% 1% 1% 0% 0% 0% C 0.089 F 0.562 3000 G 2003  6 Washington St 0.50 G 97% 1% 1% 1% 0% 0% 0% C 0.098 F 0.559 5800 G 2003  6 Washington St 0.50 G 97% 1% 1% 1% 0% 0% 0% C 0.098 F 0.559 5800 G 2003  6 Washington St 0.50 G 97% 1% 1% 1% 0% 0% 0% C 0.058 F 0.645 5000 G 2003  6 Washington St 0.50 G 97% 1% 1% 1% 0% 0% 0% C 0.058 F 0.559 5800 G 2003  6 Washington St 0.50 G 97% 1% 1% 1% 0% 0% 0% C 0.058 F 0.645 5000 G 2003  6 Washington St 0.50 F 0.645 5000 G 2003					To-		ECL Bedford									
4 Otey St 0.27 520 G 93% 3% 2% 1% 1% 0% 0% F 0.12 F 0.526 550 G 2003					From:		South St		ī							
Selford Rd   Sel	Otev St	0.27	520	G	93%	3%		1%	0%	F	0.12	F	0.526	550	G	2003
Bridge St   0.07   1900   G   93%   3%   2%   1%   1%   0%   C   0.100   F   0.526   2000   G   2003	4 Oldy Ol	0.21	320	·		370		1 /0		'	0.12	'	0.520	330	J	2000
5 Bridge St 0.07 1900 G 93% 3% 2% 1% 1% 0% 0% C 0.100 F 0.526 2000 G 2003    W Main St							Taibot St									
Whitfield Rd																
Washington St   0.21   1900   G   98%   1%   1%   0%   1%   0%   0%   0%   0	5 Bridge St	0.07	1900	G	93%	3%	2% 1%	1%	0%	С	0.100	F	0.526	2000	G	2003
6 Whitfield Rd  0.61 2100 G 97% 0% 1% 0% 1% 0% 0% C 0.097 F 0.595 2300 G 2003					To:		W Main St									
6 Whitfield Rd  0.61 2100 G 97% 0% 1% 0% 1% 0% 0% C 0.097 F 0.595 2300 G 2003					From:		SR 43 Peaks St									
Oakwood St   Oak	Whitfield Pd	0.61	2400	G		Ω9/-		10/	0%	C	0.007	_	0.505	3300	G	2003
Free   Wain St   1900   G   98%   1%   1%   0%   0%   1%   0%   0%   0	6) William Rd	0.01	2100	G		0 70		1 /0	0 70	C	0.031	'	0.555	2300	O	2003
Second   S							Oakwood St									
Crenshaw St																
Sedford Ave	3050 Washington St	0.21	1900	G	98%	1%	1% 0%	1%	0%	С	0.111	F	0.713	2000	G	2003
Sedford Ave					To		Cranchaw St									
South St   South St   SR 43 South St	Washington St	0.25	2400	G		10/		10/	00/	_	0.402	_	0.604	2500	0	2002
SR 43 South St	3050) Washington St	0.25	2400	G		1 70		170	0%	F	0.103	Г	0.004	2500	G	2003
3050) Washington St 0.07 1400 G 98% 1% 1% 0% 0% 1% 0% F 0.117 F 0.645 1500 G 2003    Ter	_															
Otey St	Washington St	0.07	1400	_		10/		10/	00/	_	0 447	г	0.645	1500	0	2002
SCL Bedford	3050) Washington St	0.07	1400	G		1%		1%	0%	Г	0.117	F	0.045	1500	G	2003
Columbia					10:		Otey St									
From   W Main St					From:		SCL Bedford									
E Main St	3051) Link Rd	0.58	2800	G	95%	1%	2% 1%	1%	0%	С	0.089	F	0.562	3000	G	2003
Substitute   Sub					To:		E Main St									
3052) 4th Street 0.15 7200 G 97% 1% 1% 1% 0% 0% 0 C 0.101 F 0.58 7600 G 2003  To Bedford Ave  3052) Bedford Ave 0.10 5500 G 97% 1% 1% 1% 0% 0% C 0.098 F 0.559 5800 G 2003  To 2Nd St 2Nd St 2Nd St 3052) Jackson St 0.24 1000 G 92% 0% 4% 2% 1% 0% C 0.150 F 0.669 1100 G 2003  To Grove St 3052) Grove St 0.28 1800 G 93% 1% 2% 2% 2% 0% C 0.121 F 0.596 1900 G 2003					Erom:											
Bedford Ave	O 411 01 1	0.45		_		40/		00/	20/	_	0.404	_	0.50	7000	_	0000
Bedford Ave 0.10 5500 G 97% 1% 1% 1% 0% 0% C 0.098 F 0.559 5800 G 2003    Total   State   Stat	3052) 4th Street	0.15	7200	G		1%		0%	0%	C	0.101	F	0.58	7600	G	2003
Bedford Ave 0.10 5500 G 97% 1% 1% 1% 0% 0% C 0.098 F 0.559 5800 G 2003    State																
Sedford Ave   0.20   4700   G   97%   1%   1%   1%   0%   0%   F   0.105   F   0.645   5000   G   2003	O 5 15 14	2.42		_		401		001	001	_	0.000	_	0.550	<b>5</b> 000	_	
Bedford Ave 0.20 4700 G 97% 1% 1% 1% 0% 0% F 0.105 F 0.645 5000 G 2003    N Bridge St	3052) Bedford Ave	0.10	5500	G	97%	1%	1% 1%	0%	υ%	С	0.098	F	0.559	5800	G	2003
Bedford Ave 0.20 4700 G 97% 1% 1% 1% 0% 0% F 0.105 F 0.645 5000 G 2003    N Bridge St					To:		2Nd St									
N Bridge St   N Bride St   N Bridge St   N Bridge St   N Bridge St   N Bridge St   N	Bedford Ave	0.20	4700	G	97%	1%		0%	0%	F	0 105	F	0.645	5000	G	2003
3052) Jackson St 0.24 1000 G 92% 0% 4% 2% 1% 0% C 0.150 F 0.669 1100 G 2003  To Grove St  3052) Grove St 0.28 1800 G 93% 1% 2% 2% 2% 0% C 0.121 F 0.596 1900 G 2003	3052) Dodioid Ave	0.20	7700	J	J1 /0	1 /0	170 170	J /0	J /0	1	0.100	'	0.040	3000	J	2003
3052) Jackson St 0.24 1000 G 92% 0% 4% 2% 1% 0% C 0.150 F 0.669 1100 G 2003  To Grove St  3052) Grove St 0.28 1800 G 93% 1% 2% 2% 2% 0% C 0.121 F 0.596 1900 G 2003	_				From:		N Bridge St									
To: Grove St    Frame   Jackson St	Jackson St	0.24	1000	G		0%		1%	0%	С	0.150	F	0.669	1100	G	2003
Jackson St   C 0.121 F 0.596 1900 G 2003																
Grove St 0.28 <b>1800 G</b> 93 18 2% 2% 2% 0% C 0.121 F 0.596 1900 G 2003					From:											
	3052) Grove St	0.28	1800	G	93%	1%		2%	0%	С	0.121	F	0.596	1900	G	2003
							Orange St	-								

						Oity C	i bealoi	u									
Route	Route Length AADT QA		4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
City of Bedford																	
				From:		G	rove St										
(3052) Orange St	0.08	1600	G	93 <u>%</u>	1%	2%	2%	2%	0%	F	0.108	F	0.574	1700	G	2003	
				To-		Εl	Main St										
				From:			ange St										
(3054) McGhee St	0.54	470	G	95%	2%	2%	0%	0%	0%	С	0.11	F	0.565	500	G	2003	
				To:		Fo	rest Rd										
				From:	141-2	2 Gap Terr	ninus Gree	enwood S	t								
(3059) Park Street	0.30 <b>NA</b>										NA		NA				
				To:	US 221												
				From:		Long	wood Ave										
(3061) Oakwood St	0.59	4100	G	96%	0%	2%	1%	1%	0%	С	0.089	F	0.507	4400	G	2003	
				To:		Whi	itfield Rd										
				From:		(	Oak St										
Baltimore Ave		310 G								0.124	F	0.535	330	G	2003		
				To:	Park St												
				From:		May	berry Dr										
Pinecrest Ave		500	G	<u>-</u>	·			·			0.094	F	0.543	530	G	2003	
				To:		Mo	organ St										
	1				Longwood Ave												
Shady Knoll Ave		370	G								0.111	F	0.560	390	G	2003	
				To:		Da	awn Dr										